BookletChart™

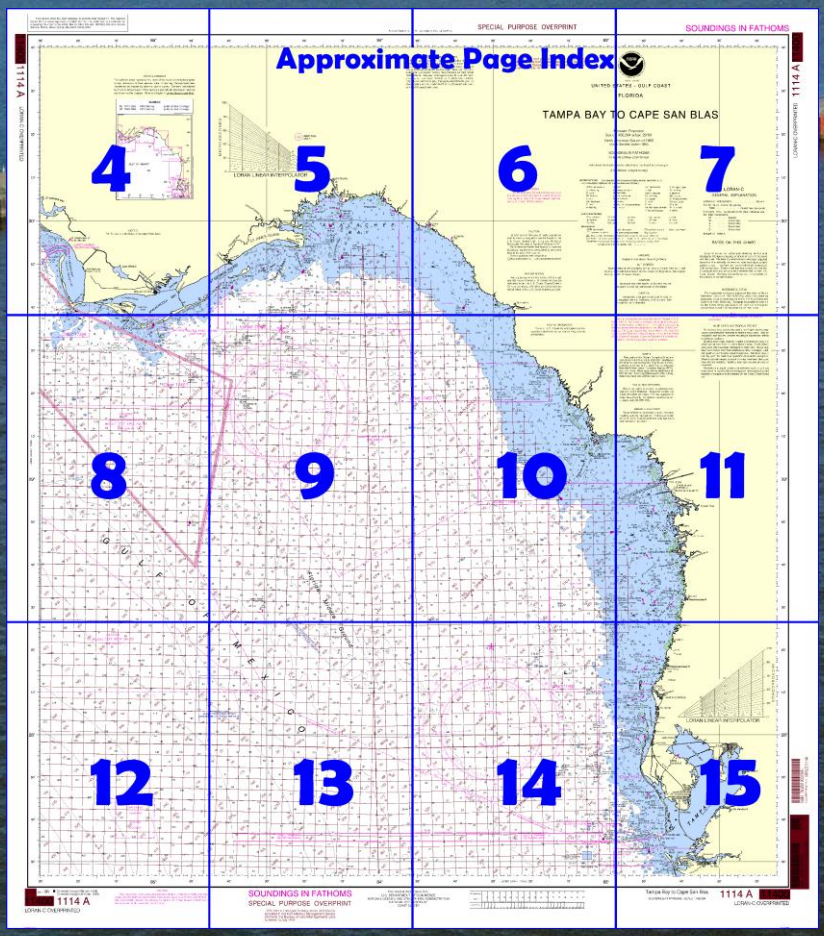
Tampa Bay to Cape San Blas

NOAA Chart 1114A

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

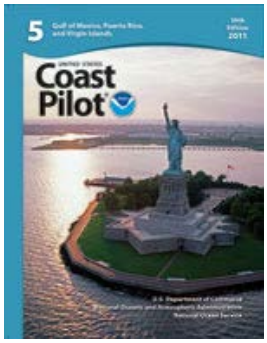
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.



(Selected Excerpts from Coast Pilot)
The coast consists of a chain of generally narrow and wooded sand islands that trends SW for about 40 miles from Apalachee Bay to Cape St. George, thence NW for 95 miles to Choctawhatchee Bay, and thence about 80 miles W and SW to Mobile Bay.
A **danger zone** for a guided missile test operations area extends well offshore between Apalachee Bay and Choctawhatchee Bay. (See **334.720**, chapter 2, for limits and regulations.)
Caution.–Mariners engaged in bottom dragging operations are advised that the area between 29°23.5'N. and 29°50.5'N. and from 86°36.5'W. to 86°48.0'W., has previously been used for emergency release of munitions, and unexploded munitions are lying on the bottom.
From Apalachee Bay to St. Andrew Bay, the 10-fathom curve extends as much as 19 miles offshore; shoals with as little as 3 feet over them extend several miles from the E end of St. James Island, from Cape St. George, and from Cape San Blas. From St. Andrew Bay to Pensacola Bay the 10-fathom curve is close inshore and the beach is steep-to. The 10-fathom curve gradually extends farther offshore beyond Pensacola Bay until off Mobile Bay where it is about 11 miles offshore.
There are numerous fish havens along this section of the coast.
The coral formation which characterizes the coast from the Florida Keys to Apalachee Bay begins to give way in the vicinity of Cape St. George and Cape San Blas to the sand formation to the W.
Weather.–Along the coast from Apalachee Bay to Mobile Bay, navigational weather hazards include tropical cyclones, thunderstorms, and cold fronts. The tropical cyclone season generally runs from June through November. August and September have been the most likely months for a hurricane. During the past 100 years, some 26 hurricanes have crossed the coast between St. Marks and Mobile; 15 of these crossings occurred in August or September. There were some severe hurricanes in the early 1900s. In September 1975, Eloise generated 110-knot winds, nearly 15 inches of rain, and 12- to 16-foot tides along this coast.
Thunderstorms develop on about 60 to 70 days annually along this coast. Most occur during the afternoon or evening hours from May through September on about 5 to 15 days per month; June, July, and August are the most active months. Over open waters, thunderstorms are observed 3 to 5 percent of the time from June through September; they often occur at night.
During the winter season, some 15 to 20 frontal systems dip into the area and bring adverse weather. As the cold front passes, a polar air mass follows, often bringing strong N winds and low temperatures. Gale-force winds blow about 1 to 3 percent of the time over open waters from September through February; autumn frequencies result from both tropical and extratropical systems. Waves of 8 feet or more are encountered 5 to 11 percent of the time and are most likely during January and February.
Visibilities in this area are briefly restricted in showers and thunderstorms, while fog, which occurs throughout the year, varies from a summer minimum to a maximum in the colder months. There is a peak in March when warm southeasterlies blow across colder waters. Frequency and density of the fog increases when approaching the coast. Visibilities drop below 2 miles 1 to 2 percent of the time during February, March, and April; fog is reported up to 6 percent of the time in March over open waters. Shore stations observe fog on about 4 to 7 days per month from December through April.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

(For offshore navigation only)

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:456,394 at Lat. 29°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FATHOMS
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE D

Sections of this submarine pipeline are know to be exposed.

NOTE C

Port St. Joe is in the Eastern Standard Time Zone.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to July 1974.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL
7980 ..... 79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

7980-W 7980-X 7980-Y 7980-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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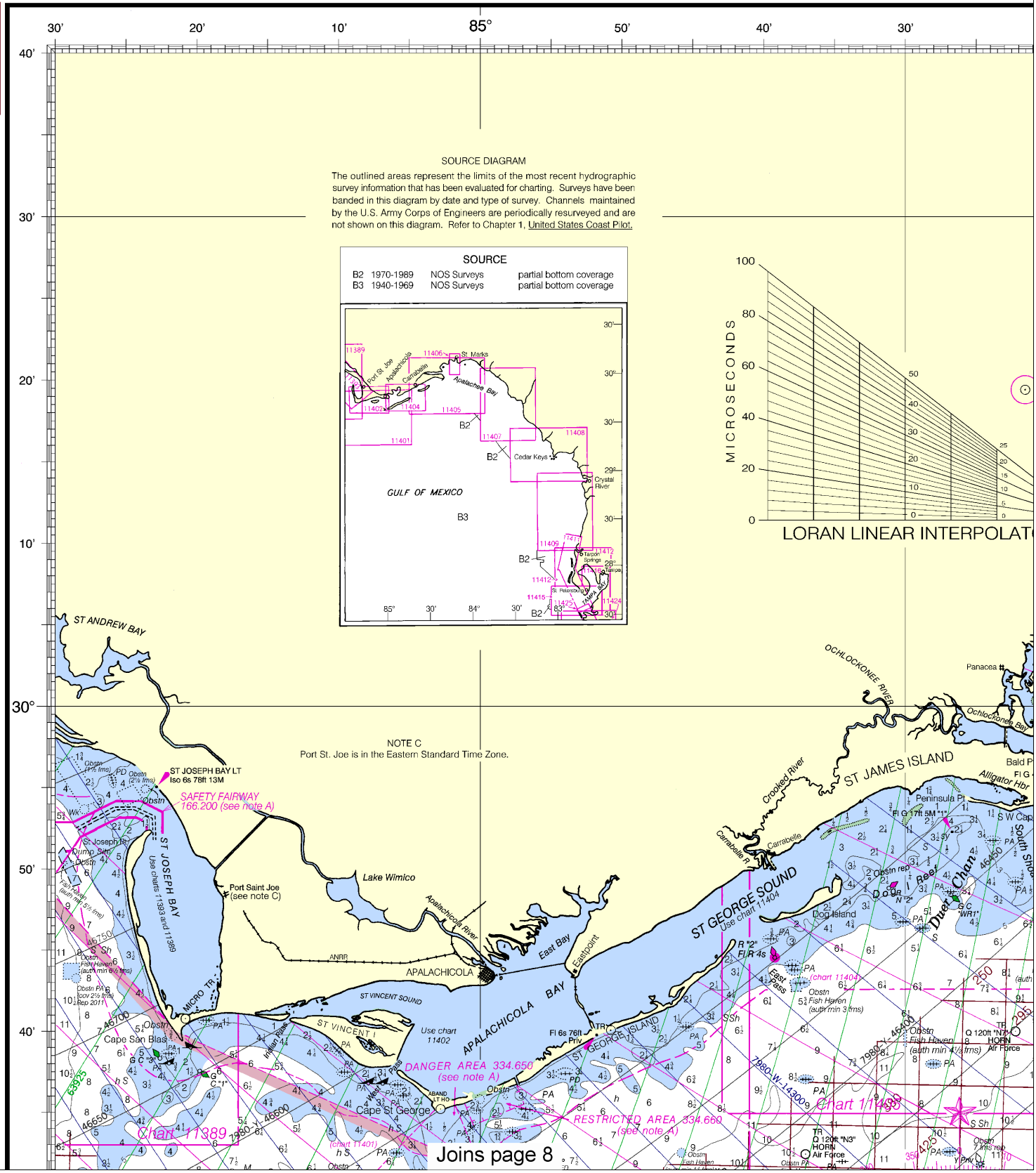

4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 1114, 1st Ed., June 1888 C-1915-156 KAPP 177

20' 10' 84° 50' 40' 30' 20' 10'

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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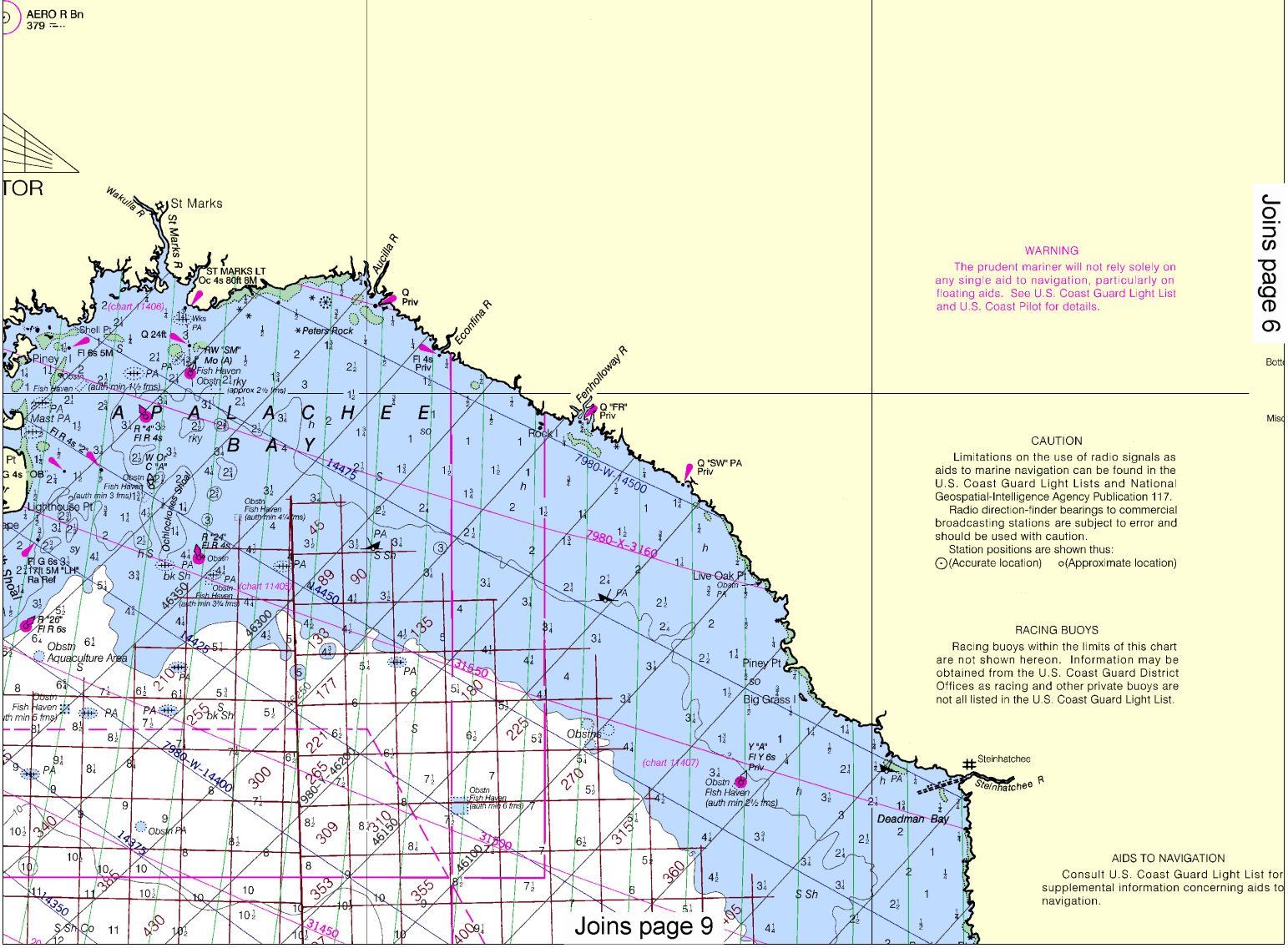

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:608525. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1114, 1st Ed., June 1888 C-1915-156 KAPP 177

30' 20' 10' 84° 50' 40' 30' 20'

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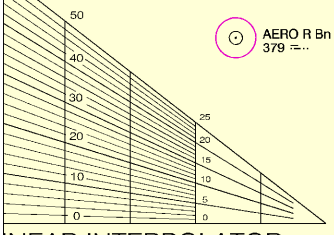

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LINEAR INTERPOLATOR

Joins page 5

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St Marks
St Marks R
Wakulla R
ST MARKS LT
Oc 4s 80ft 8M
Aucilla R
Econfina R
Fenholloway R
Panacea
Piney Pt
Shell Pt
Peters Rock
Rock I
Ochlockonee Bay
Ochlockonee Shoal
JAMES ISLAND
Bald Pt
Alligator Hbr
Peninsula Pt
Lighthouse Pt
S W Cape
South Shoal
Dues Reef
Dues Chan
Aquaculture Area
Live Oak Pt
Piney Pt
Big Grass I
Steinhatchee
Steinhatchee R
Deadman Bay
Air Force
APALACHEE BAY
(chart 11406)
(chart 11407)
(chart 11408)
7980-W-14500
7980-X-3160
7980-W-14400
14475
14425
14450
14400
14375
14350
31450
31500
31550
31600
46350
46400
46450
46300
46250
46200
46100

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6

Note: Chart grid lines are aligned with true north.

OVERPRINT

SOUNDINGS IN FATHOMS

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10' 83° 50' 40' 30' 20'

40' 30' 20' 10' 30° 50' 40'

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NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GULF COAST

FLORIDA

TAMPA BAY TO CAPE SAN BLAS

Mercator Projection
Scale 1:456,394 at Lat. 29°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FATHOMS
AT MEAN LOWER LOW WATER

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B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
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LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7980 ..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7980-X

RATES ON THIS CHART
7980-W 7980-X 7980-Y 7980-Z

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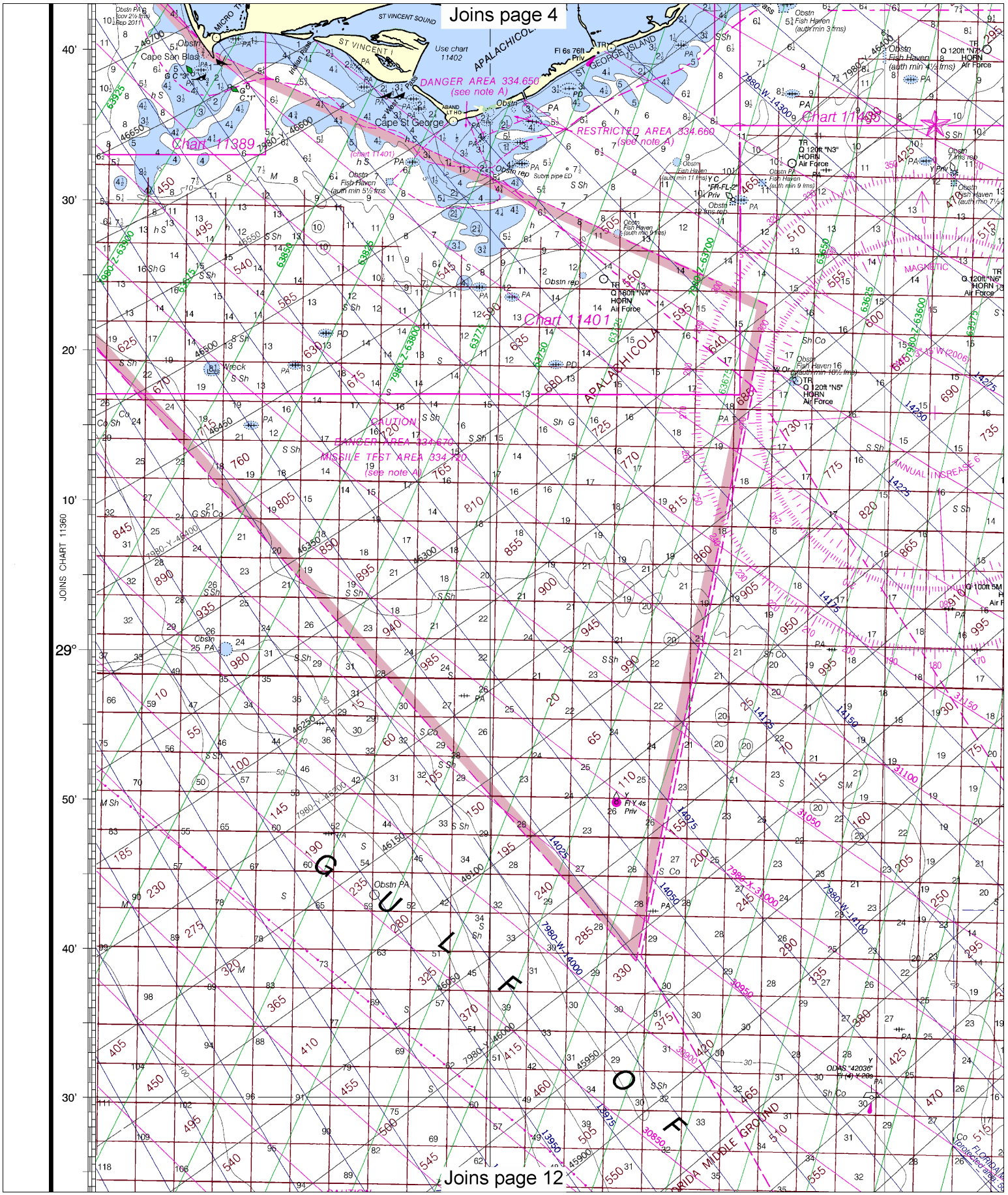
NOTE D
Sections of this submarine pipeline are know to be exposed.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.



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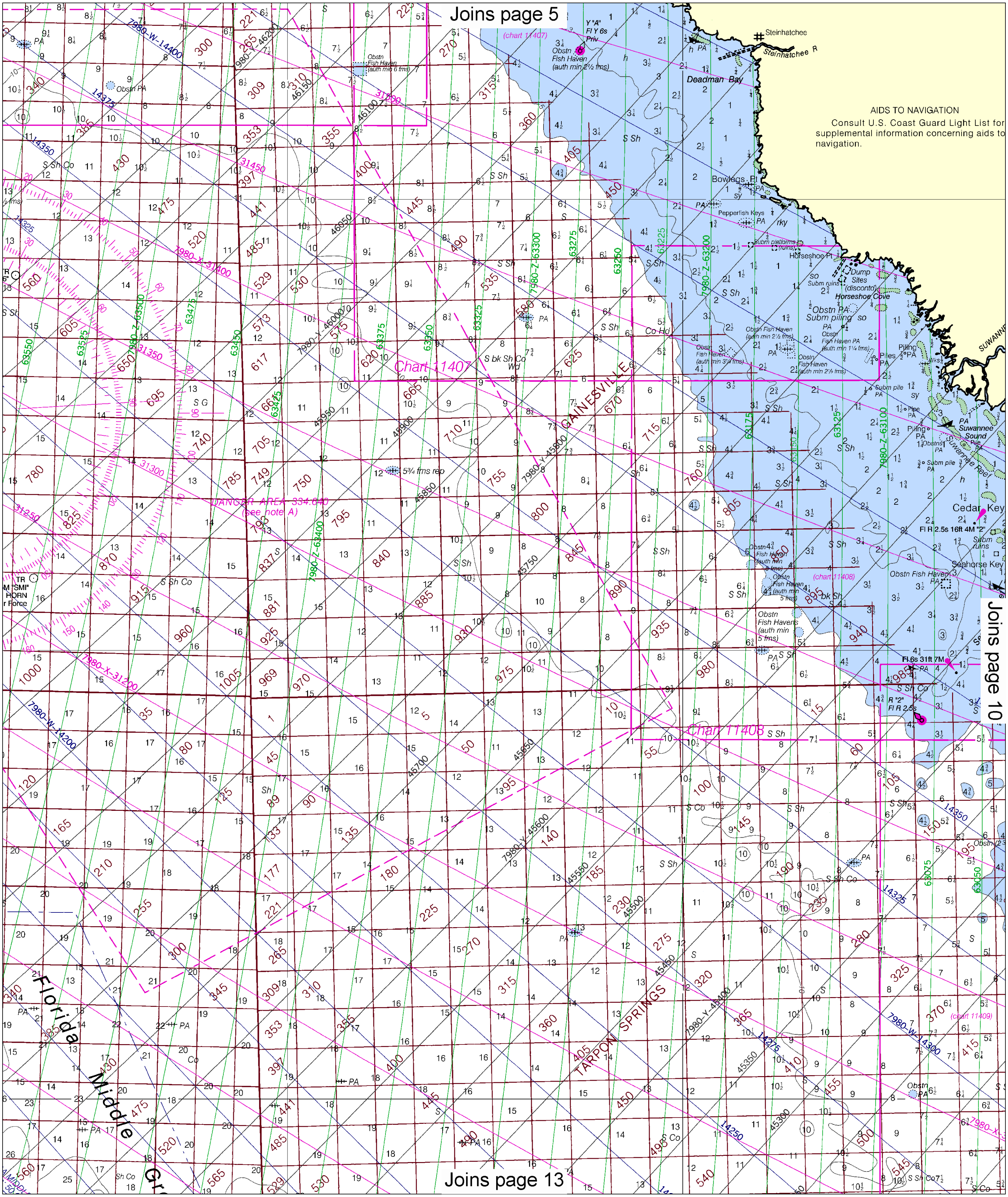
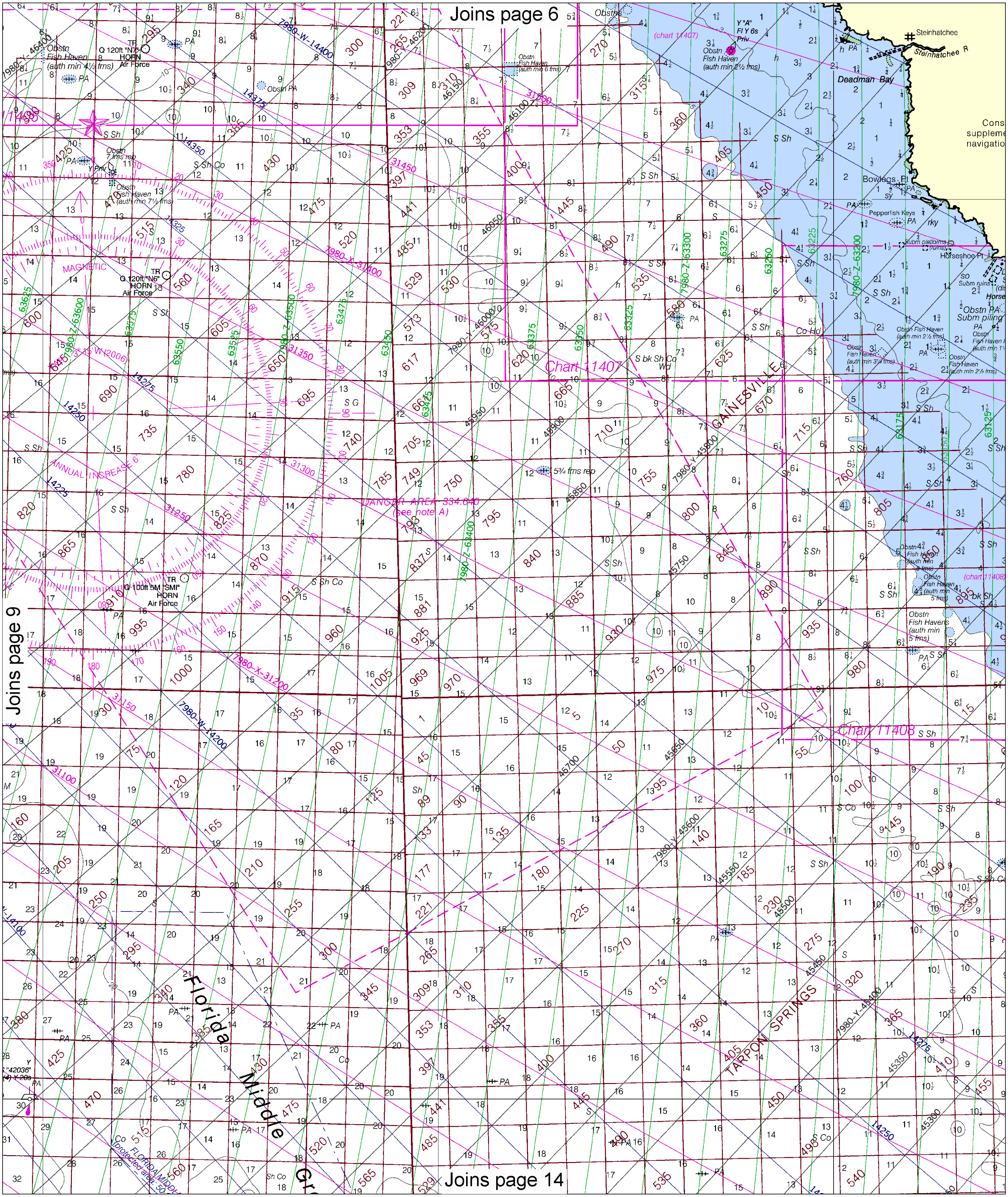
Note: Chart grid lines are aligned with true north.


Joins page 5
Steinhatchee
Steinhatchee R
Deadman Bay
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
Bowlegs Pt
Pepperfish Keys
Horseshoe Pt
Horseshoe Cove
Chart 11407
GAINESVILLE
DANGER AREA 334.640
(see note A)
Suwannee Sound
Suwannee Reef
Cedar Key
Seahorse Key
Joins page 10
Chart 11408
TARPON SPRINGS
Florida Middle Gr
Joins page 13



10

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Joins page 7

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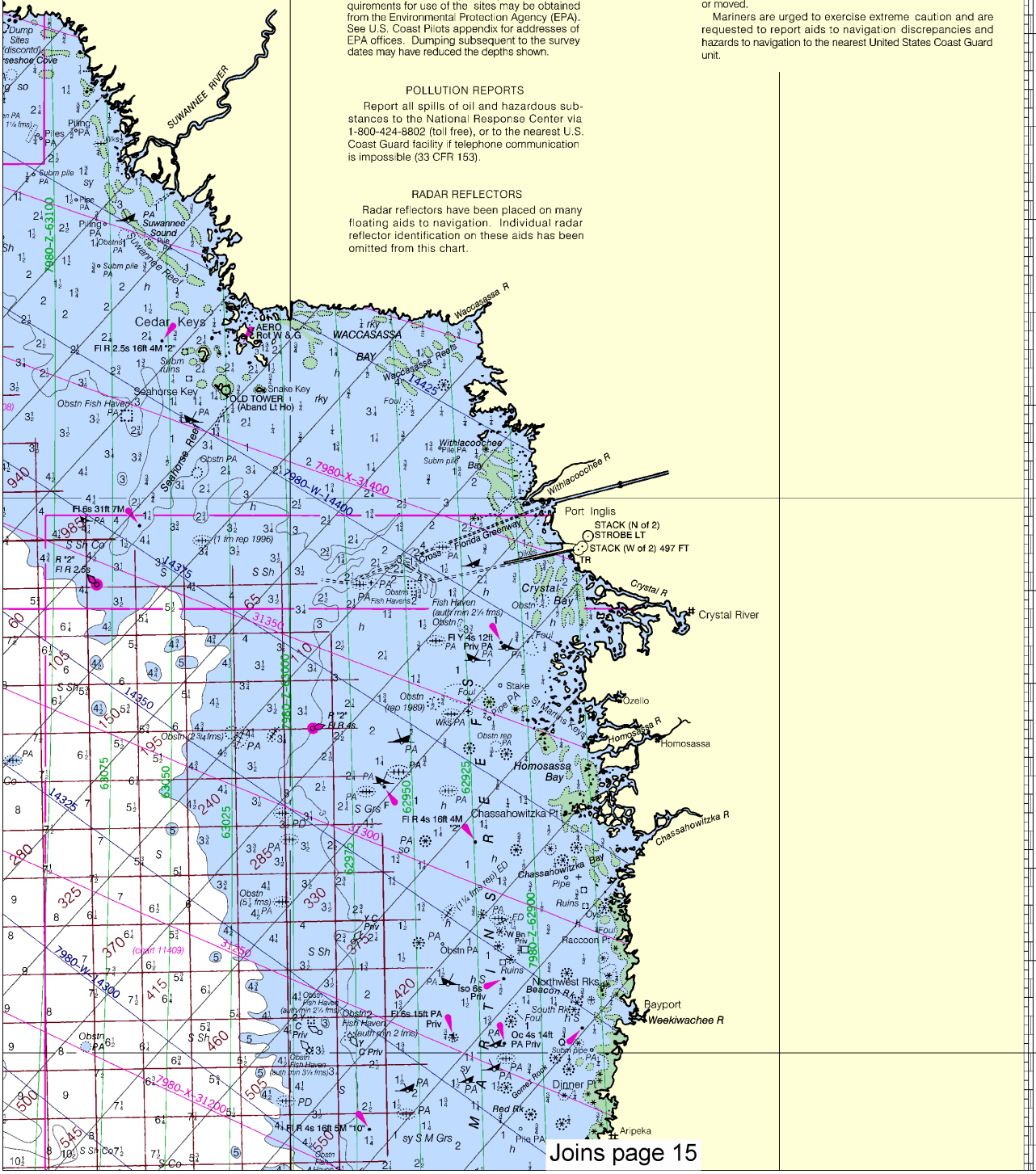
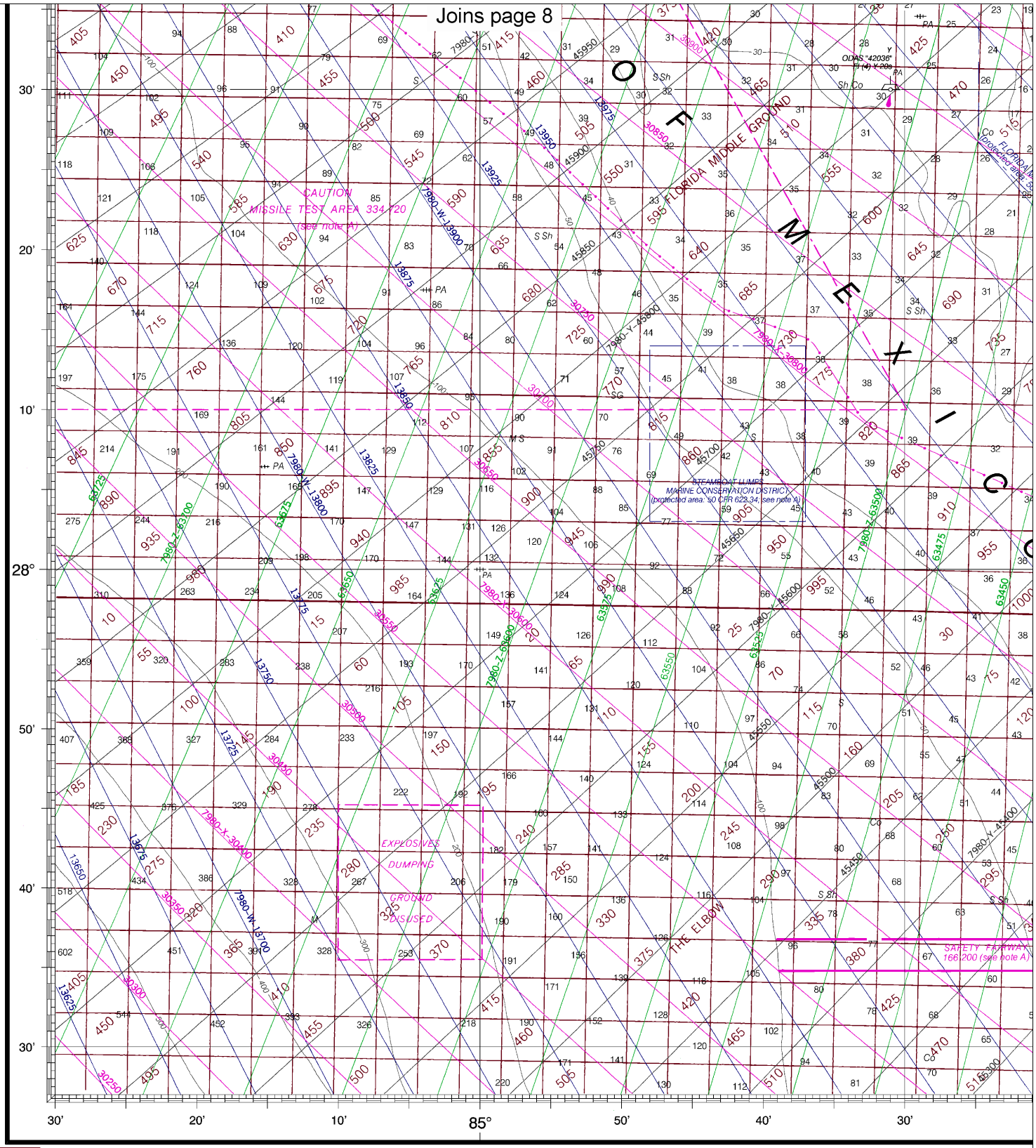


Joins page 15



36th Ed., Jan / 06 ■ Corrected through NM Jan. 14/06
Corrected through LNM Jan. 10/06

11400 1114 A

LORAN-C OVERPRINTED

CAUTION

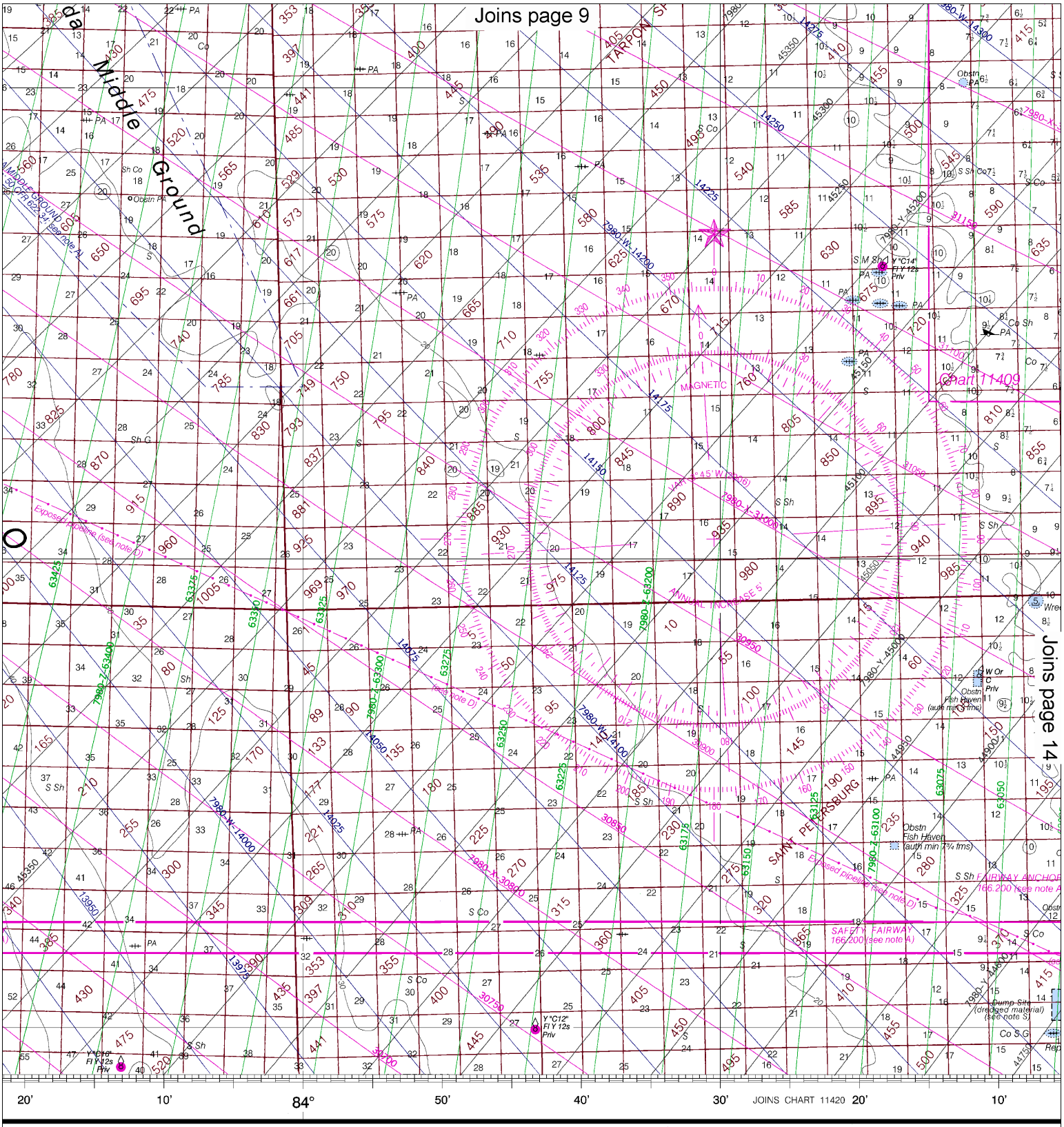
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS

SPECIAL PURPO

Offshore oil and gas le
indicated in red from Mine
(formerly the Bureau of L
furnished to July 1974.

Note: Chart grid lines are aligned with true north.



IN FATHOMS

OSE OVERPRINT

easing areas and blocks
erals Management Service
Land Management) data

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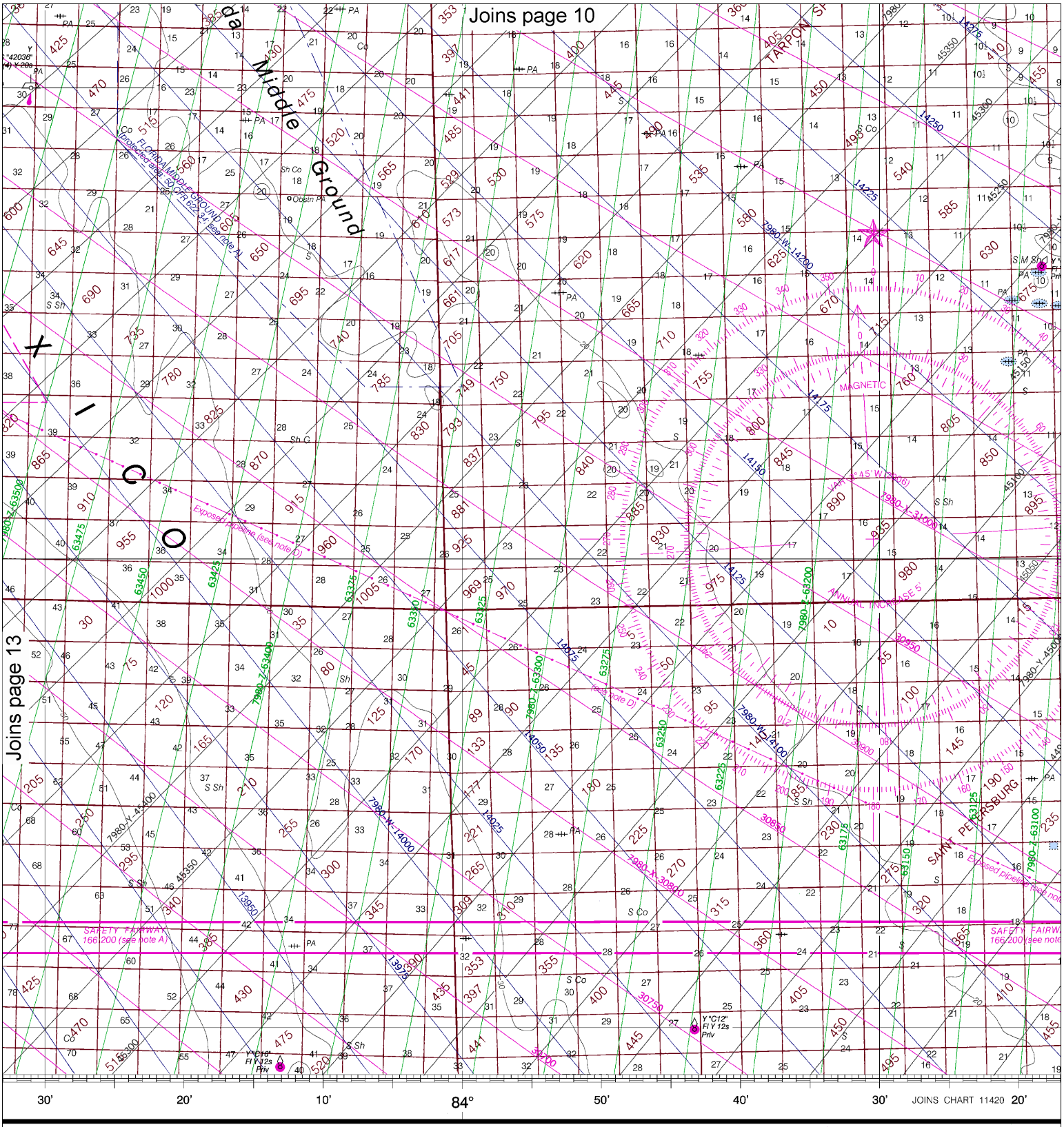
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET	6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



SOUNDINGS IN FATHOMS

SPECIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to July 1974.

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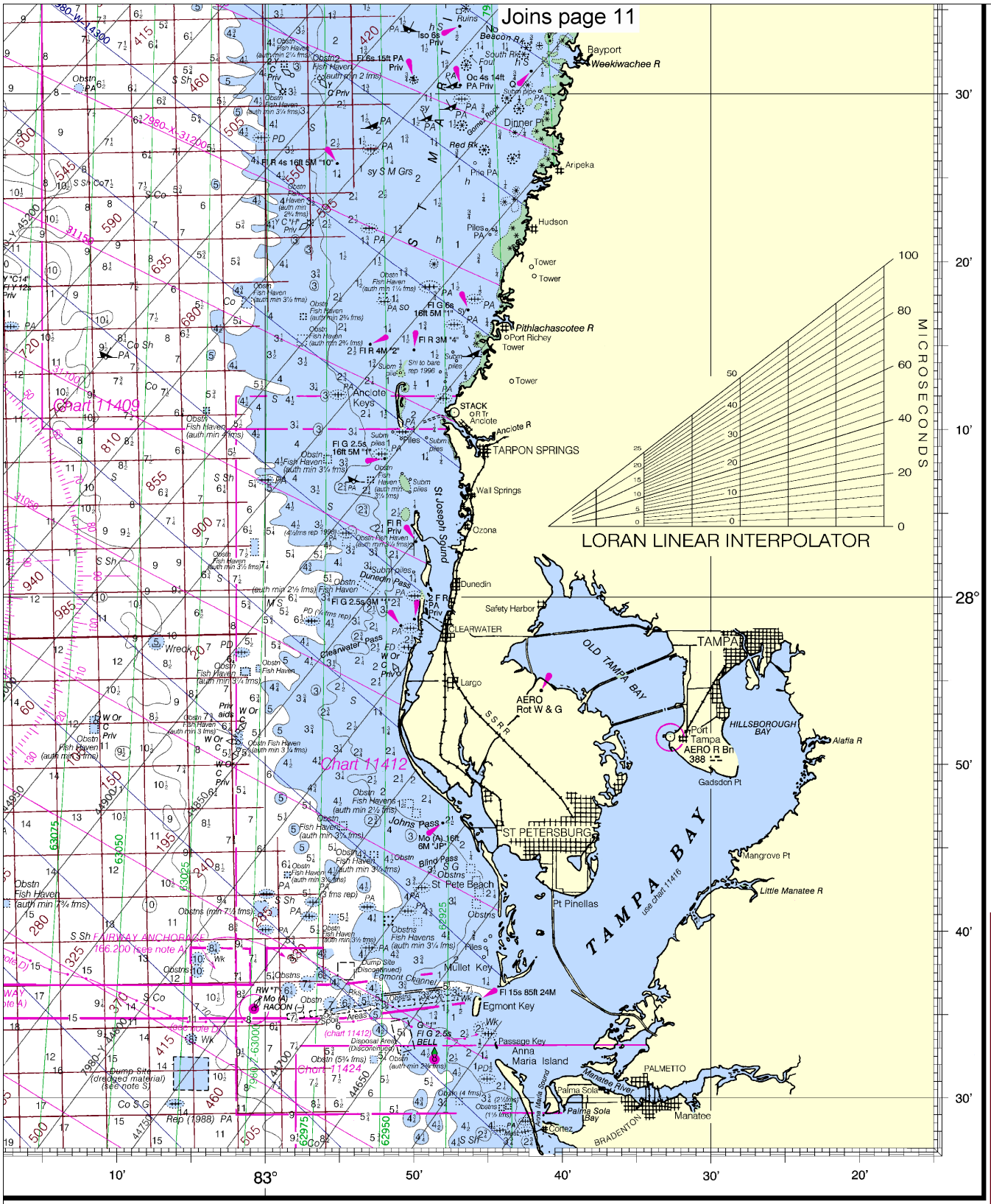
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2 3 4 5 6 7 8 9 10
FEET	6 12 18 24 30 36 42 48 54 60
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

Note: Chart grid lines are aligned with true north.



NSN 7642014007890 NGA REFERENCE NO. MINLS1114A

ED. NO. 36 NSN 7642014010101 NGA REFERENCE NO. 11ACO11400

Tampa Bay to Cape San Blas

SOUNDINGS IN FATHOMS - SCALE 1:456,394

1114 A 11400

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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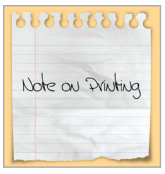

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker